(a) whether there has recently been a steep rise in the prices of drugs under categories I and II;

(b) if so, the reasons which led to the increase in the drug prices; and

(c) the steps taken by Government to avoid frequent increases in the prices of drugs?

THE MINISTER OF PETROLEUM AND CHEMICALS AND PARLIAMENTARY AFFAIRS (SHRI SATYA PRAKASH MALAVIYA): (a) No, Sir.

(b) and (c) Prices are fixed in accordance with the provisions contained in the Drugs (Prices Control) Order, 1987. Some price increase is inevitable with rise in input costs.

Setting up of LPG Projects by GAIL

544. SHRI JAGADISH JANI: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether the Gas Authority of India Limited had taken up the work to set up some LPG projects in the country;

(b) if so, what are the names of the States where these projects are proposed to be set up;

(c) whether any such LPG project has been commissioned by the Gas Authority of India Limited so far; and

(d) if so, what are the details thereof?

THE MINISTER OF PETROLEUM AND CHEMICALS AND PARLIAMENTARY AFFAIRS (SHRI SATYA PRAKASH MALAVIYA): (a) Yes, Sir.

(b) GAIL are setting up two LPG Units having a capacity of 203 thousand TPA each at Bijaipur in Madhya Pradesh. During the 8th Plan Period GAIL are also likely to set up LGP plants in the states of Assam, Gujarat, Maharashtra and Tamil Nadu.

(c) and (d) Yes, Sir. GAIL has commissioned the first LPG Unit at Bijaipur in M.P. in January, 1991. The Project has been commissioned 7 months ahead of schedule.

Scarcity of kerosene in Orissa

545. SHRI JAGADISH JANI: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government are aware of acute scarcity of kerosene in Orissa, particularly in the Phulabani and Kalahandi districts of that State;

(b) if so, what are the reasons for reduction in the supply of kerosene to those districts;

(c) whether there is a need to increase the allotment of kerosene to Orissa; and

(d) if so, what steps have been taken in this regard?

THE MINISTER OF PETROLEUM AND CHEMICALS AND PARLIAMENTARY AFFAIRS (SHRI SATYA PRAKASH MALAVIYA): (a) to (d) No reports have been received about acute scarcity of SKO in Orissa. Allocations of SKO to States|UTs are made by allowing a suitable growth over the allocations made in the correponding period of the previous year and allocations to Orissa have been made on this basis.

While over all allocation of kerosene to State|UTs is made by the Central Government, within the State District-wise allocations are made by the State Governments Management of the SKO distribution system at the local level is the responsibility of State Govts. The SKO allocations for Orissa in 1989 and 1990 were as follows:

Jan-Dce., 1989 — 150305 tonnes.

Jan-Dec., 1990 — 157442 tonnes.

SKO is a deficit product and over one-third of the country's requirements are met by imports. The diffi-

cult foreign exchange position does not permit enhancement of supplies at this juncture.

Writ Petitions filed by Officers of Air India

546. SHRI A. NALLASIVAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) how many officers of Air India have filed Writ Petitions in High Courts and the Supreme Court during the last five years. and

(b) what is the number of such Writ Petitions admitted|rejected in the said courts?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI HARMOHAN DHAWAN): (a) Eighteen.

(b) Eight petitions have been admitted and eight have been dismissed by the High Courts; one special leave petition in the Supreme Court has also been dismissed.

Servicing of Air India aircraft abroad

547. SHRI A. NALLASIVAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether there is any proposal to send Ar India aircraft abroad for their servicing or maintenance; and

(b) if so, what are the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI HARMOHAN DHAWAN): (a) and (b) A-300 B4 aircraft of Air India will need to be sent abroad for checks since Indian Airlines, is unable to offer its services on account of its own commitments.

Works Committees constituted by Air India and Indian Airlines

548. SHRI A. NALLASIVAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) when the last Works Committees were constituted by Indian Airlines and Air India as per the provisions of the Industrial Disputes Act; and

(b) whether there has been a delay in their constitution; if so, what are the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI HARMOHAN DHAWAN): (a) In Indian Airlines, Works Committees have been constituted in all in industrial establishments. Details are as under:—

Bombay	on 22-01-1990
Madras	on 03-01-1991
Calcutta	on 18-12-1990
Delhi	on 12-04-1990
Hyderabad	on 31-03-1989

Air India has only constituted Labour Relations Committee under the Air Corporations Act, 1953.

(b) There has been no delay in constituting the Works Committee.

Vayudoot Services in Arunachal Pradesh

549. SHRI NYODEK YONGGAM: Will the Minister of CIVIL AVIATION be pleased to refer to the answer to Unstarred Question 2092 given in the Rajya Sabha on the 27th August 1990 and state:

(a) what are the reasons for which Vayudoot services have not yet been resumed in Arunachal Pradesh; and

(b) by when these services to Along, Pasighat, Daporizo and Tezu are likely to be resumed?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI HARMOHAN DHAWAN): (a) and (b) Vayudoot's services to Daparizo and Zero have been restored with effect from 1st February, 1991. The operations to Along, Pasighat and Tezu could not be resumed due to constraint of aircraft capacity and paucity of resources.